

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 9 24 Ed 2006 Change No. 19 LAST NM 13/07

Page 200—Paragraph 1009, line 1 to Paragraph 1010; read:

Due to potential severe icing conditions in Cook Inlet, the Coast Guard imposes Phases One and Two of the special operating guidelines for all vessels transiting Cook Inlet. Activation is announced in the Local Notice to Mariners. Terminal operators should implement their own ice procedures as conditions warrant.

These “Winter Guidelines” will remain in effect until the Captain of the Port (COTP), Western Alaska, in conjunction with the Southwest Pilots Association, Nikiski Marine Safety Committee, and Cook Inlet Navigation Safety Committee, determines the threat to shipping, due to the hazardous icing conditions within Cook Inlet, no longer exists. Until such time, all vessels transiting Cook Inlet waters shall comply with the following:

Phase One: Upper Cook Inlet: These guidelines are effective for vessels in Cook Inlet above 60 45'N.

1. All vessel operators should ensure that main and ...
(48/06 CG17) 15/07

Page 200—Paragraph 1012, line 5 to Paragraph 1013; read: operations.

4. Vessels will not force ice at any time. If, in the opinion of the vessel master and/or pilot, the vessel is forcing ice, the transit shall be aborted. A good indication of forcing ice is when the vessel slows 50% or less of the speed being made before entering the ice.

REQUIREMENTS SPECIFIC TO VESSEL TYPE

Self Propelled Cargo Vessels with Internal Combustion Engines:

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Page 200—Paragraph 1016, lines 1 to 4; read:

3. All vessels propelled by gas turbines should ensure that the auxiliary gas turbine is ready for immediate use and engagement in the event of main gas turbine failure. Tug and Barge Operating Guidelines:

1. When Ice conditions exist, the Captain of the Port will carefully evaluate barge movements within Cook Inlet. Voyages into Cook Inlet with tug and barges retaining a Certificate of Inspection (COI) are required to file a voyage plan with the Captain of the Port, Western Alaska via the following email address: D17-pf-anc-sdoanc@uscg.mil. Typically, the voyage plan will include an assessment of ice conditions based on information collected from ice over-flights, review of National Weather Service reports and observations made by SWAPA and other operators. The plan will advise the COTP of intentions to contract with a local tug to lead the tow through the ice pack if necessary.

2. At any time while ice is present, in addition to filing a voyage plan with the COTP, the following actions should be considered:

- a. The assistance of at least one tug to lead the barge

and attending tug through the ice pack to provide assistance into the berth.

- b. A minimum of one tug is recommended in addition to the attending tug standing by the tow while at berth.

- c. Attending tugs main engines should remain running while the tow is moored at the facility.

- d. Tugs with barges mooring in the Port of Anchorage (P.O.L. one and two) shall moor with their bow facing the direction of the flood tide (port side to), to stem the force of ice during the stronger flood tide.

- e. Only tow vessels with keel cooled engine cooling systems are acceptable in complying with these guidelines.

(48/06 CG17)

15/07

Page 201—Paragraph 1017, lines 7 to 10; read: service.

(48/06 CG17)

15/07

Page 201—Paragraph 1018 to Paragraph 1019, line 1; read: in case of emergency.

2. Engines and propulsion systems are required to be on immediate standby to relieve strain on mooring lines and/or place the vessel underway as necessary. While these guidelines are in effect, steam is required to be continuously delivered to both the primary and secondary sea chests.

3. Vessels need to maintain underway watches in engineering ...

(48/06 CG17)

15/07

Page 201—Paragraph 1020 to Paragraph 1021, line 1; read:

4. If ice build-up between barge and pier or under a moored barge is a possibility, the barge should be pulled away from the berth prior to max ebb tide to flush away ice that has accumulated.

5. A pilot, where required, should remain aboard a ...

(48/06 CG17)

15/07

COAST PILOT 9 24 Ed 2006 Change No. 20

Page 201—Paragraph 1023, line 2 to Paragraph 1024, line 5; read:

conditions for vessels at facilities are provided for information purposes.

Phase Two: All Cook Inlet: This is the second phase. The guidelines for Upper Cook Inlet remain, and are extended to include vessels in all of Cook Inlet in addition to the following:

Guidelines for Self Propelled Cargo Vessels Moored at KPL, Agrium and Conoco Phillips Docks

1. When the published flood current is forecasted to be greater than 4 knots alongside the KPL or Agrium dock and heavy ice is present, it is highly recommended that the following actions be taken within 2 hours before and after the max published tidal current or any other time the vessel is encountering heavy ice conditions:

- a. Discontinue all transfer operations.
- b. Disconnect all transfer hoses.

c. An underway watch, including a Pilot(s) should be maintained on the vessel's navigational bridge.

d. A designated vessel be positioned up current of the loading/unloading vessel as an ice scout. The ice scout will work under the direction of the loading/unloading vessel's navigational watch.

e. Vessels will not be permitted alongside the KPL or Agrium dock when the flood current is 5 knots or greater.

2. When the published flood current is forecasted to be greater than 5 knots alongside the Conoco Phillips dock and heavy ice is present, it is highly recommended that the following actions be taken within 2 hours before and after the max published tidal current or any other time the vessel is encountering heavy ice conditions:

a. Discontinue all transfer operations.

b. Disconnect all transfer hoses.

c. An underway watch, including a Pilot(s) be maintained on the vessel's navigational bridge.

d. A designated vessel be positioned up current of the loading/unloading vessel as an ice scout. The ice scout will work under the direction of the loading/unloading vessel's navigational watch.

3. In addition, under the above circumstances, the vessel's engine(s) should be placed in a ready condition so that the propulsion system may be immediately engaged to relieve strain on the mooring system or to get the vessel underway.

4. The vessel Master, Pilot, or Person in Charge (PIC) shall make a decision to discontinue transfer operations, disconnect hoses, and get the vessel underway at any time that circumstances warrant.

Guidelines for Tug and Barge Operations in Nikiski

1. In addition to filing a voyage plan with the COTP the following actions will be taken:

a. A tug will assist the barge and attending tug to the facility as necessary.

b. When the published current is 2.0 knots or greater and heavy ice is present an assist tug will be along side the tow in addition to the attending tug. Both the attending and assist tug main engines will remain running and ready for immediate operation.

c. When an assist tug is required but no ice is present at the dock, the assist tug will act as an ice scout up-current of the barge. The assist tug will re-position alongside the moored tow anytime ice becomes a threat.

d. The tow will be moored as to stem the worst ice condition to be expected when the published current exceeds 2 knots.

e. The facility Person in Charge, Towing Vessel Operator, or Tankerman may determine it prudent to suspend transfer operations and disconnect hoses during maximum flood currents, since the ice flow is heavier on the flood tide at the Nikiski docks.

f. Only tow vessels with keel cooled engine cooling systems are acceptable in complying with these guidelines.

If extreme ice conditions preclude safe operation of vessels at the berths in Nikiski, Drift River, Port Mackenzie, or the Port of Anchorage, the COTP may terminate cargo oper-

ations, or close the terminal or port until conditions improve. Failure to follow these guidelines may result in the issuance of a Captain of the Port Order under Title 33 USC 1221.

The Coast Guard may conduct inspections to ensure compliance with these guidelines. All self-propelled vessels greater than 1600 GT and tow vessels towing tank barges transiting Cook Inlet for the first time while these guidelines are in effect will be inspected. Vessel ...

(48/06 CG17)

15/07

COAST PILOT 9 24 Ed 2006 Change No. 21

Page 144—Paragraph 289, lines 3 to 4; read:

lighted bell buoy marks the NW end. The shoal consists of sand and mud, and is ...

(DD 8775)

15/07

Page 145—Paragraph 295, lines 2 to 3; read:

wooded, and at its S end is a bare spit. **Gravina Point Light 3** ...

(DD 8775)

15/07

Page 149—Paragraph 350, lines 2 to 4; read:

Point and Red Head. A 2¼-fathom bank is near the middle of Port Gravina, between Gravina Rocks and St. Matthews Bay, in about 60°41'19"N., 146°19'24"W.

(CL 167/07; DD 8624)

15/07

Page 149—Paragraph 353; strike out.

(DD 8775)

15/07

Page 149—Paragraph 354, line 6 to Paragraph 355, line 2; read:

island. Depths of about 10 to 30 fathoms, mud bottom will be found in the upper basin.

The upper end of Port Gravina is deep, and terminates in mudflats which extend for about 1.3 miles to the ...

(DD 8775)

15/07

Page 149—Paragraph 356, line 2; read:

Gravina. Depths of 50 to 30 fathoms extend nearly to ...

(DD 8775)

15/07

Page 150—Paragraph 356, lines 6 to 8; read:

to Parshas Bay.

(DD 8775)

15/07

Page 210—Paragraph 1135, lines 3 to 5; read:

end of the N breakwater. In May 2006, the controlling depth was 12 feet in the entrance channel then 12 feet in the basin with shoaling to 10 feet near the SW corner ...

(BP 189965; CL 285/07)

15/07

Page 221—Paragraph 1280, lines 2 to 6; read:

miles W of Kalgin Island. During the early summer months and after significant rainfall, floating debris and logs may be encountered in the channel W of the sand ridge. As men-

tioned earlier, this condition occurs generally ...
(17/02 CG17; LL/06; NOS 16662) 15/07

Page 229—Paragraph 1388, line 4; read:
Light, and an **081**• lighted range on Point Woronzof, ...
(10/07 CG17) 15/07

Page 261—Paragraph 387, line 1; read:
Nut Island Light (57°12'13"N., 153°09'35"W.), 40 ...
(11/07 CG17; LL/06) 15/07

Page 261—Paragraph 389, line 6; read:
Island Light and Bush Point Light 2. The passage N of ...
(11/07 CG17; LL/06) 15/07

Page 261—Paragraph 398, line 4; read:
Island Light, thence 300 yards S of Aberdeen Rock, ...
(11/07 CG17; LL/06) 15/07

Page 326—Paragraph 542, lines 6 to 7; read:
within the harbor, favoring the side nearest this small island
to avoid a rock, covered 1 fathom, in about 55°06'14"N.,
161°48'38"W. and about 600 yards W of the small island.
(CL 306/07) 15/07

Page 326—Paragraph 544, line 4; read:
NNE of the N of the two large islands inside the harbor. A
submerged rock, covered 4½ fathoms, lies about 500 yards
SE of the S end of the N island in about 55°06'53"N.,
161°47'15"W.
(CL 246/07) 15/07

Page 444—Paragraph 204, lines 3 to 6; read:
small fishing and pleasure craft. A dredged channel leads
from Nushagak Bay to the basin, but should only be used
with local knowledge. The basin retains less than 5 feet of
water. The entrance ...
(BP 189540) 15/07

Page 476—Paragraph 638, line 17; read:
seasonally shown from a tower with a green and white dia-
mond-shaped ...
(10/07 CG17) 15/07